

## THE PURE FOOD STORE

With Each Succeeding Christmas--Another Year of History Added--We are More Nearly Able to Show You

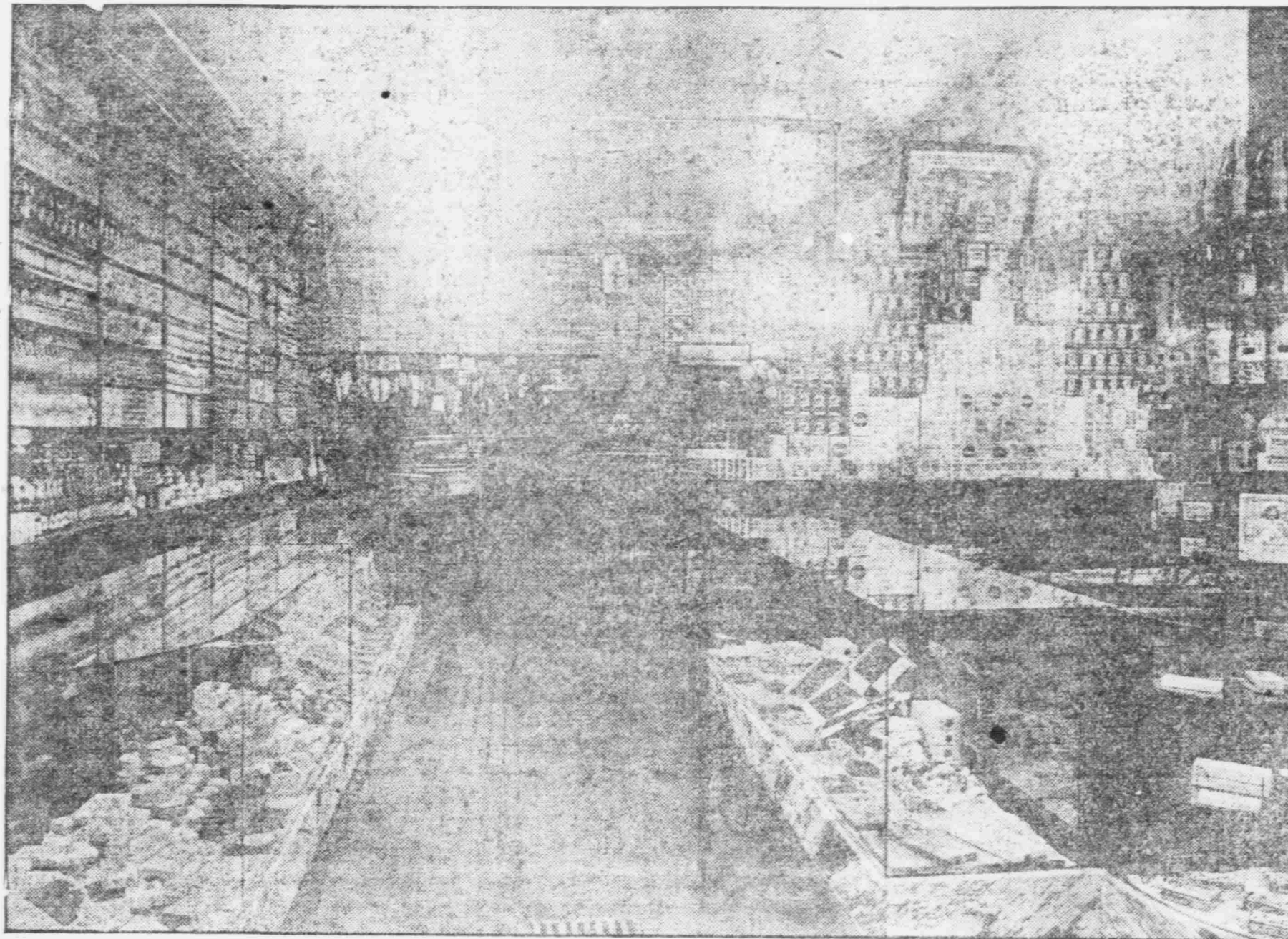
## THE IDEAL GROCERY

As applied to this store the Ideal Grocery means that each year, each month, each day we are looking ever to the further making of our store just that, and we believe, that insofar as it is possible to attain that perfection we have done so.

Scrupulously clean at all times.

Stock always complete and ever fresh.

Our employees are polite and attentive and our delivery service is as prompt as modern methods of delivery enable us to be.



Our store taken at night showing how it looks under its new Reflexolier Gas Light. The best lighted store is coincident with our idea of the Ideal Grocery Store.

Among the things that this really modern and up-to-date store has the exclusive agency for are the following:

Chase & Sanborn's Coffees and Teas, Nunnally's Candies, Henry Clay Flour, Princess Fruit Cake, David Berg & Co.'s Famous Kosher Sausage and Meats.

## JUST NOW

We have an unusually large stock of Nuts, Candies, Cranberries, Cranberry Sauce, Currant Jelly, Mince Meat, Canned Pumpkin, and every other mentionable condiment.

Fox River Butter fresh daily.

Neufchatel, Cream, Roquefort, Camembert, Edam and Sap Sago Cheese.

Agents for  
Nunnally's Candies.

SOL CAHN &amp; CO.

Phones  
1720 and 1721.

AN AUTOMOBILE HIGHWAY  
FROM NEW YORK TO PENSACOLA

By Dr. S. R. Mallory Kennedy



DR. S. R. MALLORY KENNEDY

As the natural terminus of a national highway should be the of every public-spirited citizen of Deep Water City.

Atlanta is not blessed with any natural advantages. It hasn't a river that has made Memphis or Orleans, or the ocean that keeps Savannah and Charleston from stagnation. No rich farming country surrounds it, like Nashville, and it isn't a winter or summer resort. It just happens to be near the middle, and it has, as its people pride themselves call, "Atlanta Spirit."

It recognizes the importance of transportation and realizes that, while the railroad cannot reach every little village, the automobile can. Here lies the field of the auto: With good roads and good automobiles, every farmhouse is on the railroad.

Pensacola the Gulf Terminus.

If we would be the Southern terminus of a great national highway, we must show that we are awake to the advantage to be gained, and are willing and anxious to do our part.

The desire for good roads has long been felt, but the best method of securing them was the first adopted by the Atlanta Journal, and came in the shape of cash prizes for the best roads in various counties in the South. The Journal took from New York to Atlanta started the real activity in this direction. After several scouting parties, sent out to find the best roads, had reported, and a route was selected, other tours were instituted. From every point of the compass, automobiles were to run to Atlanta, demonstrating their usefulness and the shortcomings of the local roads.

How They Did It.

The hardest task was to select the different routes. Then began the work of citizens, boards of trade, county officials, city governments and individuals all working together toward one great end, with this result, that the state of Georgia is completing more than ten miles of good roads per day. Over four thousand, five hundred convicts are at work in one hundred and five counties out of the one hundred and forty-nine. Newspaper agitation, automobile ownership and the sound horse sense of the farmer

have made this movement, started by the Atlanta Journal, possible.

The route from Herald Square to Whitehall street has been mapped out. It remains for Pensacola to connect with Atlanta by the shortest and best natural route, and then improve it.

After the Northern tourist has travelled one thousand, one hundred miles to Atlanta, he will not hesitate to run four hundred miles more to the Gulf of Mexico, if he is assured that he will find roads as good if not better than those he has already traversed.

There are several ways of reaching Atlanta by auto from Pensacola, and it would remain to be seen which route would finally be settled upon as the best.

Let Pensacola Take Hold.

I feel convinced that, if Pensacola took hold of this movement in earnest, the other cities along the route, which would undoubtedly derive great benefit, would do all in their power to help. The press is undoubtedly the greatest factor in keeping the move-

ment before the people, and I would offer as a suggestion that our two great dailies get together and outline a plan of battle to be waged during the next twelve months for good roads between here and the city of Atlanta. After we get the roads, then invite the Northern tourists and they will come. One would be astonished to see how little there is really to be done. Most of the hard work will be in Alabama. Florida, I am sure, could put her forty odd miles to Pensacola in such good shape that the run from Pensacola to Atlanta could be made easily by any power machine that would undertake such a tour, in one hour and thirty minutes.

Let the automobile owners and enthusiasts get together and form an automobile club, and work in conjunction with the press. The time is ripe for such a movement, and under its banner many runs to nearby towns, and cities could be made. These runs would attract the interest and increase the number of runs made. It is a concerted action of all the members, one highway could be built extending for many miles in all directions. Let the club and the press unite to do that, and when a new track is built here let it be so constructed that auto races can be pulled off on this track.

What It Would Mean.

Then hold your county fairs there, have your horse racing and auto racing. Let the local club have such men as Barney Oldfield or Strang down here. Let them establish track records. Do this and during the next winter season you will make enough money in gate receipts to build several good roads. You will find that, once it is generally known that Pensacola has a track, many of the American makers, who are concerned in competitive events, will be only too anxious and willing to send one or two of their racers down for a try at a cup.

To be at the other end of the United States from New York does not spell much. But to be connected with the largest city in America by a national highway and to be the Southern terminus of this great avenue of trade should be incentive enough to make

all Pensacolians, in fact, all Floridians west of the river, get up on their hind legs, and Boost and Boom and Build, What?—Good Roads and a Track—that's all.

EAST COAST IS  
COMING ON O.K.

THREE THOUSAND MEN AT WORK  
ON NEW LINE BETWEEN  
KNIGHT'S KEY AND KEY WEST  
—FORTY-SEVEN MILES REMAIN  
TO BE COMPLETED THIS WINTER.

Special to the Journal.

Key West, Dec. 19.—The most encouraging reports continue to come in concerning the progress of the work along the extension of the Florida East Coast railway from Knight's Key to Key West. More than three thousand workmen are now busy over this stretch of forty-seven miles of recommended work. A prominent customer of the extension, who has just returned from a trip of inspection, talked very interestingly and encouragingly about the work along the keys.

He said that quite a large force of men were at work at West Summerland, getting that plant in working order. He further stated that he had heard nothing of closing that camp while no actual construction work is being done there, the work of rehabilitation is going on as fast as possible. Men have been taken from this camp, but they have also been taken from other camps, some for the purpose of getting the main line in good shape and others to facilitate the wrecking of the different plants.

## The New Pension Law

—BY JEFFERSON BELL

Secretary to the State Board of Pensions, Tallahassee, Fla.

"There is a tide in the affairs of men, Which, taken any way you please, is ebb or flow."

And strands then in forsaken gulf and creek No decent soul would think of visiting."

The receding of the tide of sentiment that controlled the legislature of 1907 reached its ebb-mark when the legislature of 1909, confronted by a serious deficit in the pension fund and the necessity of increasing the tax levy for pensions or restricting the granting of pensions, chose the latter alternative. The situation that confronted the legislature of 1909, as far as concerned the pension problem—taken any way you please—was bad.

When the Newton bill, which originated with the United Confederate Veterans of Florida, and which finally became the present pension law, left the senatorial operating room, when the last amendment, provision, and further provision, had been tacked into its fabric and duly considered in the house and approved by the governor, thirty-two senators and sixty-nine representatives heaved a sigh of relief, and the bill was passed.

The law stands with its various provisions, an unique piece of legislative patchwork.

Hard Problem for Board.

The thirty-two and the sixty-nine went home and probably have made peace with their constituents, but the Board of Pensions is still wrestling with the necessarily trying condition that follows a material change in any law that affects a large number of people.

With fine disregard of consequences, the law-makers created a condition that necessitated the revision of the pension roll, and incidentally, the official consideration of the entire work of the various pension boards since the creation of the first one in 1885 and left it to the ingenuity of the Board of Pensions, which was authorized to employ one clerk at a salary of five hundred dollars per annum, to devise ways and means of carrying out the provisions of the law which carries with it the disturbance of more



MISS JEFFERSON BELL

than three-quarters of a million dollars annually.

Since August 15th there have been filed in the pension department five thousand nine hundred and twenty-one claims under the act of 1909. These claims have been taken through the medium of details of the staff, which includes the acknowledgment, filing, recording, the careful examination of each claim, the requesting of records from the war department when deemed necessary, the certifying of the approval of the Board of Pensions to applicants, the notifying of defects in their claims, or of the rejection of claims, and the hopeless attempt to give a courteous reply to the thousands of letters relative to pension claims written by impatient applicants or their friends. The greatest hindrance has been the vigorous infliction of letters. The correspondence relating to pensions addressed to the Board of Pensions and to the controller would have kept two stenographers busy since July last.

The holding of a position of trust develops the conscience, and the men charged with the administration of the pension fund have been careful and conscientious in the performance of

their arduous task. Fifty-two hundred claims have been allowed under the law now in force and the roll has been reduced about fifteen hundred. The last payment under the former law for the quarter ending June 30, 1909, amounted to \$188,969.00; the first quarterly payment under the new law amounted to \$129,568.00.

Cause of Decrease.

The greatest decrease in the roll has been caused by the alteration of the requirement of continuous residence in this state from the elastic provision of ten years prior to making application to continuous residence in this state since 1895, and making a similar alteration in the date of marriage of widows, from ten years prior to making application to a date prior to 1895. Under the liberal property qualification of \$5,000, very few have been "debarred."

In the early days of the pensioning of soldiers by this state the blanks used for making application were so arranged that very meager information was elicited from the applicant or his vouchers and frequently the forms were not filled out. The present law requires twelve months' actual service, unless discharged for disease contracted or wounds received in actual line of duty, and it was found necessary to require sufficient information from the applicant in the renewal of claim to determine the period of service and the cause of discharge, as well as the establishment of the property qualification and period of continuous residence.

Purging the Roll.

The Board of Pensions has in all cases where additional evidence was required to establish the service claimed, assisted the applicant by requesting a transcript of the record from the adjutant general. Several thousand records have been obtained in cases of doubtful or "imperfect" claims. These records have been the means of purging the roll of many unworthy pensioners—deserters, absent-without-leave men, men who took the oath of allegiance to the United States before the close of the war and frequently men who enlisted in the union army or navy and who had been in good standing on the pension roll for many years have been ruthlessly cut off on account of these records.

The Board of Pensions heretofore

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